GRUMMAN
plane news
Vol. 33, No. 21, Nov. 25, 1974

Triggered by Towl move

Report wide realignment of management duties

Following a meeting of the Grumman Corporation Board of Directors last Thursday, November 21, Clint Towl reported that effective December 31, 1974, he would step down as Chief Executive Officer of the parent corporation but continue as Chairman of the Board. Jack Bierwirth, President of Grumman Corporation, will succeed Towl as Chief Executive Officer.

Towl also announced a number of other management changes that would result from his relinquishing day-to-day decision-making roles in a number of Grumman subsidiaries. In one move, Joe Gavin, Board Chairman of Grumman Aerospace, takes on the additional duty of Board Chairman of Grumman American Aviation while succeeding Towl in that position.

An original founder

Although Clint Towl, one of the founders of Grumman in 1929, began to turn over much of his operational decision-making powers to younger associates in the parent corporation and its subsidiaries in the early 1970s, he had to return to a full-time operational role in both Grumman Corporation and Grumman Aerospace following the illness — and eventual death — of Lew Evans in 1972. Evans, former President of Grumman Corporation and Board Chairman of Grumman Aerospace, died of a heart attack in July 1972. Towl was elected to both posts left vacant by Evans' death.

In November 1972, he relinquished one of those positions when Jack Bierwirth succeeded him as President of Grumman Corporation. In April 1973, Joe Gavin, then President of Grumman Aerospace, was elected to serve also as Chairman of the Board of that company, which allowed Towl to return to concentrating his full energies as Board Chairman and Chief Executive Officer of Grumman Corporation. Although he resigns as Chief Executive Officer, Towl, as Board Chairman, will remain a member of all committees established by the Boards of Directors of the Corporation and its subsidiaries.

Towl also stepped down as board chairman — he continues as a board member — of the following corporations: Grumman American Aviation; Grumman Data Systems; Grumman Ecosystems; Grumman International; Paumanock Development; Paumanock Leasing Services. All are subsidiaries of Grumman Corporation.

List management changes

The following is a list of Grumman corporations, their new board chairmen (elected this past week), and other management changes resulting from recent directors meetings:

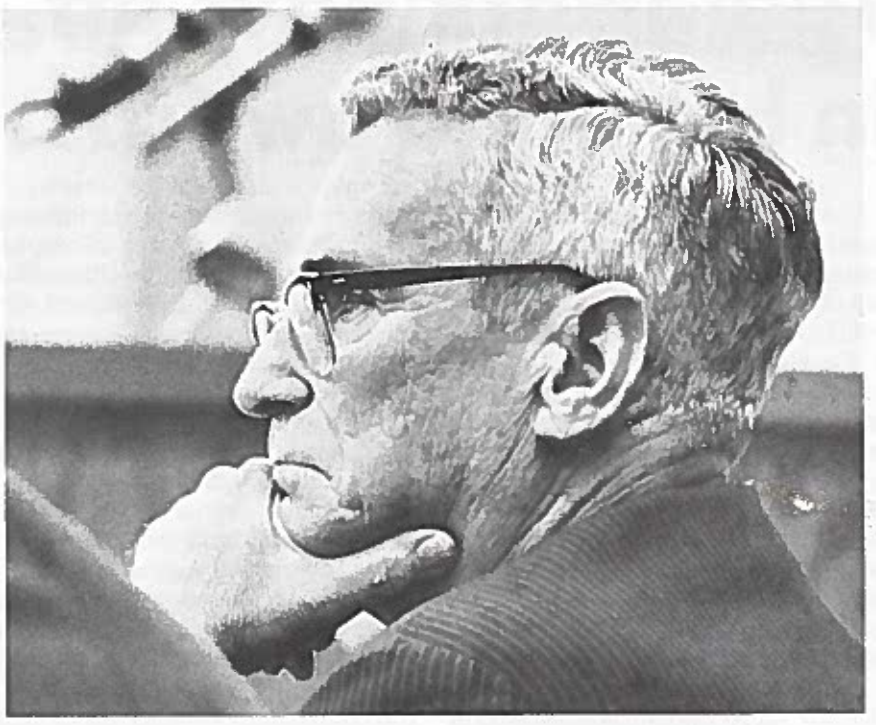
GRUMMAN AMERICAN AVIATION — Joe Gavin, Chairman; GRUMMAN DATA SYSTEMS and GRUMMAN ECOSYSTEMS — Jack Bierwirth, Chairman; GRUMMAN INTERNATIONAL — Bob Townsend, Chairman; Pete Oram, President (succeeding Townsend) and a GII board member; Bob Nafis (GDS President) elected to GII board; GRUMMAN ALLIED — Dennis Howell, Vice President; PAUMANOCK DEVELOPMENT—Chet Parker, Chairman (also serves as President); PAUMANOCK LEASING SERVICES — Bob Freese (Vice President-Treasurer, Grumman Corporation) elected Chairman, Ray Nightingale, President and director; PAUMANOCK INSURANCE — Freese, Chairman; Ed Jacobs, President and director.

In GRUMMAN AEROSPACE, Bill Zarkowsky resigned as Vice Chairman; he was elected Vice President of Grumman Aerospace and continues as a director.

Happy holiday!

How time flies! With Thanksgiving only a few days away, we hope that all of you and your families can spend an enjoyable holiday together. We can also say that December is right around the corner. It will bring with it colder weather, snow, certainly, in the north, and frantic preparations for the traditional year-end holiday season.

Because of the company-wide shutdown during Christmas week, *GRUMMAN PLANE NEWS* will publish only once more this year, with distribution planned for December 17.



Time of decision

In the 45 years Clint Towl has been associated with Grumman—the last eight as Chairman of the Board and Chief Executive Officer—he has seen and helped it grow from an almost hand-to-mouth existence into one of the world's foremost aerospace companies. Think of it. Nearly half-a-century. He has spent his entire adult life working at nearly every level of management—he recalls that sweeping the floor was part of his early duties—and well into the years after he became a senior executive he continued that day-to-day involvement, guiding the company's dynamic growth in the early Sixties as President, and, from 1966, as the chief executive in the Grumman organization.

In 1969, when the name of Grumman Aircraft Engineering Corporation was changed to Grumman Corporation, he directed the move toward greater diversification, a move that was marked by the establishment of a Grumman family of firms. In those years he saw and was part of it all—the good times and the bad, the successes and the failures, the laughs and the tears. Now, a little grayer, a little more lined, and a lot wiser than when he took over the top spot in Grumman, Clint Towl announced last week that he is stepping down as Chief Executive Officer of Grumman Corporation and from a number of the other senior positions he has held with Grumman subsidiaries.

Jack Bierwirth (below left), President of Grumman Corporation, succeeds Towl as Chief Executive Officer of the parent corporation and as Board Chairman of Grumman Data Systems and Grumman Ecosystems. Joe Gavin (below right), in addition to his post as Board Chairman of Grumman Aerospace, takes over for Towl as Board Chairman of Grumman American Aviation.

How will Towl make the adjustment? In stages. While making his decision to relinquish much of his decision-making authority, Clint Towl stated his intention to continue as Board Chairman of Grumman Corporation and as a director of all Grumman subsidiaries. After 45 years of blood, sweat, and tears, it's not likely Clint Towl will make a quick exit.

Teamwork pays off in big bond awards

The spirit of "we can do it better" is reflected in the Project Sterling Suggestion Award winners for October. Top winners, Foreman Jim Lindsay and Hydraulic Technician Frank Zahra of Pre-Flight, Plant 7 shared $2,350 in U.S. Savings Bonds for suggesting that F-14 hydraulic filter elements be reused instead of discarded.

"We couldn't see any reason not to reuse the hydraulic filters for tests and so forth *before* delivery," said Lindsay . . . so a little thought and a couple of hours expended in filling out the Sterling Award form netted the two men $1,175 apiece.

Lindsay and Zahra are probably atypical: most Project Sterling Award winners find their ideas are, in Edison's words, 10 per cent inspiration and 90 per cent perspiration. They can also be another 100% persistence.

"Too many people get discouraged after they submit a couple of suggestions without result," says Zahra, who himself has submitted a number of suggestions that didn't make it. "It's only when you keep at it," he adds, "that you finally strike paydirt.

"I had an idea once for saving on sealant by storing it in smaller containers, since once taken out of the freezer the sealant cannot be reused," relates Zahra. "But the engineers said the smaller containers containing sealant were already available, so the idea never netted me anything."

But Zahra continued to submit suggestions and soon after won a couple of awards worth several hundred apiece, and then, a few months ago, an award for $1,275 for an improvement on a landing gear tool. Because of Zahra's perseverance, he can now plan on having a big leg up on financing his son's college education.

Zahra's co-worker, Jim Lindsay, also submitted a number of suggestions before winning any bonds, including one award for $2,000 which he shared with a coworker. "Project Sterling is terrific," he says. "Many of the ideas we've come up with in Plant 7 for the program have really helped us on the job. The guys here — winners and non-winners alike — are very happy with the results."

With the proceeds of his most recent award, Lindsay plans to take a trip to Las Vegas with a couple of close friends.

Leadman John Peterson of Fluids, Plant 6 earned a suggestion award of $1,650, which made him the second highest award winner for the month and brought his total Project Sterling bond winnings, he says, to $3,850. He won his latest award for developing a way of checking F-14 dome nuts for potential leaks before they were installed in the aircraft. Although many of his suggestions were turned down he says he has been "very pleased" with the program and hopes he can earn some more awards so "I can make some improvement on the house." Peterson and his wife will use the proceeds from the latest award to take a vacation in Las Vegas and Arizona, sometime this winter.

Gus Hudo, leadman in Wing Sub-Assembly in Plant 3, has other plans for his Sterling Award winnings. Hudo, who won $1,200, is planning to buy some more land around the Finger Lakes in upstate New York. He has already accumulated a number of acres of lakefront property and with the new land he hopes to buy he will not only have a good investment for the future, he feels, but also an idyllic setting to "get away from it all" at his cabin up there.

Things will be a little more idyllic on the job, as well.

Because of his award-winning suggestion Hudo was able to eliminate an annoying bottleneck on one of the F-14 wing-cover assemblies by changing the sequence of drilling holes for the stringers (structural stiffeners), so they could be attached on a preliminary work stand fixture, thereby freeing the final assembly fixture for other tasks.

Hudo says he has submitted "at least 10 suggestions so far and I've gotten five or six monetary awards out of that number." Two of those suggestions are still pending, and if those come through perhaps Hudo will be able to buy another couple of acres for his lakeside retreat.

Altogether, Project Sterling awarded over $36,000 for the month of October, bringing the total amount awarded so far this year to $183,000.

Other awards winners for October are:

$1,200 - Al Boehm and Cliff Rudolph, Fluids, Pl. 6.

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plane GRUMMAN news

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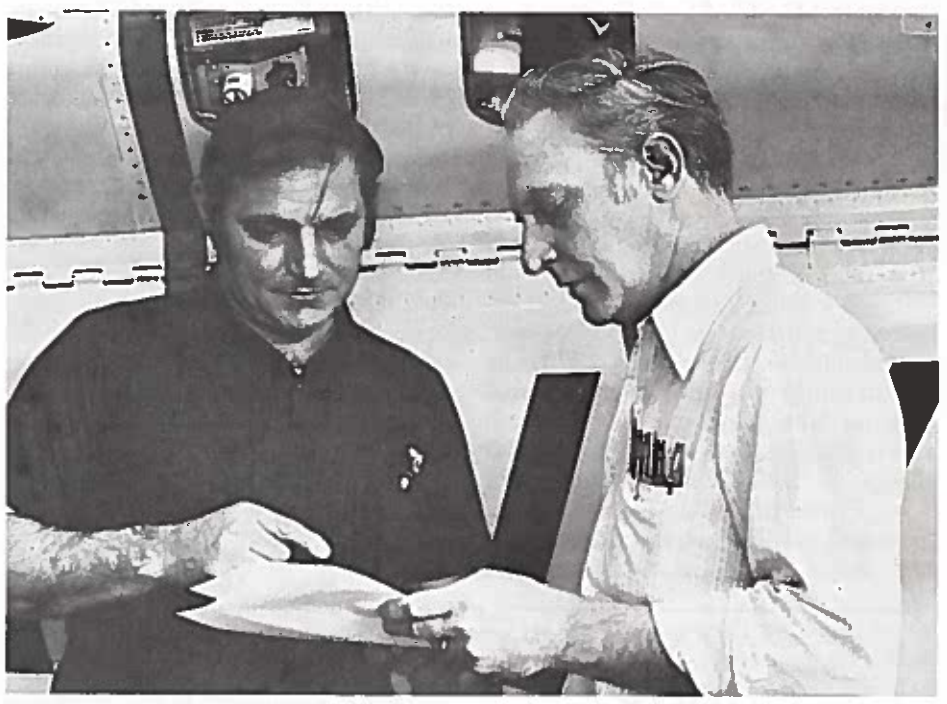
Tuned in. When Ardeshir Zahedi, Iranian Ambassador to the U.S., visited Calverton with Board Chairman Joe Gavin on November 7, he found time to stop and chat with Dick Kupczyk, production staff coordinator, in pre-flight area of Plant 6. Zahedi was here for F-14 briefing and tour of final assembly and flight preparation facilities. (Photo by Fred Annette)



Winning big. Jim Lindsay and Frank Zahra (top R-L) suggested a way to save F-14 filters, thereby earning $2,350 in U.S. Savings Bonds, the largest suggestion award for October. John Peterson (L) won $1,650 in Savings Bonds for his suggestion that eliminated any possible fuel leaks from dome nuts on the F-14. In all, over $36,000 in bonds were awarded to Grumman Aerospace personnel last month.

Skurla announces broad changes in material management

If, as Napoleon Bonaparte once observed, "an army marches on its stomach," it could also be said that a manufacturing company marches on its production line. It's a simple matter of logistics — without food, the foot soldier soon runs out of strength and the will to go on; and without the necessary material supplied to the right place at the right time, a production line soon runs out of nourishment and comes to a grinding halt, too.

Naturally enough, when the company happens to be a billion-dollar manufacturing firm such as Grumman Aerospace, with not one but numerous production lines at many plants and geographic locations — all requiring precision parts, components, and systems — the material support task becomes far more imposing. Additionally, there are the added concerns of nationwide materials shortages, delays in vendor deliveries, and, at times, component reliability. When all these problems erupt at the same time, they could create — as they did at Calverton last year — a condition that makes it very difficult to deliver aircraft on time, no matter how hard everyone tries. In such situations, "material" becomes more than a word . . . it becomes a lifeline vital to the very survival of a corporation.

Extensive study

It was against such a scenario that President George Skurla initiated a company-wide study three months ago to examine the departments, functions, and techniques associated with material at Grumman. The objective: to come up with better ways to make the management of material within the company more efficient.

According to Skurla, the study clearly indicated that having several departments with responsibilities in the material area is not the best way to get the job done — the best way to assure that material is available when and where it is needed is to have a single department devoted only to that task. As a result, Skurla announced last week the establishment of a Material Management Department, headed by Bob Prais and his deputy, Tom Harding. Prais reports to Vice President Ed Dalva, Bethpage Operations manager.

In selecting Prais and Harding for the assignment, Skurla pointed out that the two bring complementary experience to their new assignment. Prais, a graduate of Gettysburg College has been associated with manufacturing, both in engineering, program management, and production management, for the past 16 years at Grumman. His last assignment was as assistant general manager of Bethpage assembly.

Harding has more than 22 years' experience in support of manufacturing and field operational activities. After starting on the production line as an assembler-riveter, he progressed through assignments in planning, field service material support, logistics supply manager for LM field sites at KSC, MSC, and White Sands, and, most recently, director of material and logistics at Calverton.

Coordinating change

While announcing the establishment of Material Management, George Skurla said that Prais and Harding will coordinate the reorganization and consolidation of many in-house functions associated with the control and handling of materials, parts, and components, etc. He gave special emphasis to the task of developing a more proficient and realistic approach to identifying and establishing material requirements, both for specific contract requirements and for inventory, and providing for sufficient lead times in the process so that any possible vendor or in-house production delivery problems don't show up as shortages on the various assembly lines.

Streamlining material management should also provide improved inventory control systems for the stocking, handling, and disbursing of material.

'Major task'

"Accomplishing all of these goals is a major task . . . make no mistake about that," said Skurla. "But it is possible. Although we were faced with similar problems in the past at KSC and Calverton, we did overcome them by establishing an effective material management system at those sites. If we hope to continue as a billion-dollar production company and prepare for future growth as well, we must be receptive to change and be able to make the necessary adjustments before critical situations develop.

"Bob Prais and Tom Harding are now putting together the various elements of the Material Management organization, but this re-organization will take time. It won't happen overnight, or next week, or the week after that. So departments with material responsibilities must retain their involvement until the new organization is firmly in place. We will keep you informed in future issues of PLANE NEWS about the various functions of the Material Management Department and how it relates to other programs, departments, and corporate geographic locations."

Preparing for future. President George Skurla, who described Material Management realignment vital to future growth of company, reviews the recent move with (L to R) Tom Harding, Vice President Ed Dalva, Bob Watkins, a member of Skurla's executive staff, and Bob Prais. (Photo by Harry Prodromides)

Cold-weather tips can save fuel for homeowners

The weatherman and the Farmer's Almanac agree—this is going to be an unusually cold and snowy winter. Though this news may gladden the hearts of skiers, it isn't going to add any joy to the life of the homeowner who must pay a home heating bill that is already sky high because of sharply increased crude oil costs.

The homeowner is not completely at the mercy of the elements, however. By taking some key steps anyone can reduce home fuel bills by a substantial margin, according to Tim Murphy, manager of Energy Conservation Systems Department.

Heating System

Have a maintenance man check your heating system periodically

Clean and adjust furnace burner

Clean or replace filters regularly (air systems)

Keep radiators free from furniture and other obstructions

Remove dust and lint from all baseboard-radiation and convection-type heating devices

Thermostat

Set thermostat at the lowest comfortable setting for normal occupancy

Lower thermostat 5° when going to bed

When you plan on being away for any length of time lower thermostat to 55° (Caution — do not shut system off; it could cause pipes to freeze and burst)

Insulation

Check attic insulation — 6 in. is recommended. (When adding insulation on top of existing insulation make sure the added insulation does not have a vapor barrier)

Install storm doors and windows

Replace worn weather stripping around doors and windows

Seal cracks and openings with caulking

Close off unused areas (basement, attic, etc.)

Put up heavy drapes over large windows and keep them closed on cloudy days and at night

Install plastic sheets over window (inside) in all storage and non-decorative areas

Fireplace

Keep dampers and flues closed when the fireplace is not being used

Family affair. It was a family reunion intertwined with business when Lt. (jg) Dale Snodgrass arrived at Calverton to pick up Tomcat No. 99 for delivery to the Navy. His father Reuben, operations manager of ATS at Calverton, was on hand to see his son take-off. Also present were Cdr. Jim Roth (L), Navy Resident-in-Charge at Calverton, and NFO Lt. (jg) Mark Eumert (2nd L).

Snodgrass family re-unites at Calverton to do business

While still a junior at the University of Minnesota, Dale Snodgrass visited Calverton where his father, Reuben, was working as F-14 Flight Test Technical manager. Dale, who was attending Minnesota on a Naval ROTC scholarship, had aspirations of becoming a naval pilot, and what better way to spend a summer afternoon than at the birthplace and home base of the new Navy superiority aircraft: the F-14 Tomcat. Three-and-a-half years later, Dale returned to Calverton —only this time to do business. He was here with NFO Mark Eumert to fly F-14 No. 99 over the fence to Naval Air Station at Miramar.

Dale's career in naval aviation is filled with "firsts". He was number one in his flight school class at Kingsville, Texas — he received his wings in December 1973 — and was the second ensign to receive a F-14 assignment. After he finishes his F-14 training in VF-124 at Miramar in April, he will be assigned to either VF-142 or VF-143 Tomcat operational squadrons. At the big event on Friday, November 8, Dale and Mark said that they believe that they are the first "nuggets" (brand new pilots with no fleet operational experience) to be given the opportunity to bring home a new "machine."

Dale has flying in his blood. His father was a Marine pilot in World War II and later a test pilot for Sperry. The younger Snodgrass doesn't recall his first flight. (His dad took him for his first ride when he was just six months old.) Reuben Snodgrass still takes to the sky himself. He is presently operations manager of Automated Telemetry Station (ATS) for Grumman Aerospace and has the opportunity to run utility missions for Grumman in light aircraft.

Both father and son share many interests . . . hunting, ice boating and surfing, among them . . . but it was aviation that sparked the Snodgrass' family reunion at Calverton.

Christmas drive . . .

For the past 16 years the Shipping and Spares departments have sponsored a Christmas drive for the benefit of St. Mary of the Angels home in Syosset. As in past years, your dollar donation entitles you to be eligible for a long list of prizes. (This year top prize is a color television set.) Anyone wishing to participate should contact Linda Kost and Tony Friscia on Ext. 1738.

GIDEP: it's working

Learning from the successes — and mistakes — of others is the purpose of the Government-Industry Data Exchange Program (GIDEP). GIDEP provides a central clearinghouse for receipt and dissemination of technical data related to parts, components, and materials for military and space systems. Grumman has been an active participant in the program since 1963, submitting over 1,000 reports on ways to improve reliability and avoid duplication of part and component testing.

Grumman cited

The company's contributions in report submissions and report utilization led to Grumman's being cited in 1968 by GIDEP for its Achievement Award and again this past October for a Merit Award. At a meeting of GIDEP representatives and administrators in San Jose, Calif., in the middle of October, Ross Mickey, Vice President - Aircraft, Marine and Ground Transportation Programs, accepted GIDEP's Merit Award from Capt. William Walker, GIDEP program manager, on behalf of Grumman President George Skurla.

On Grumman's part, participation in the program has meant more than just receiving awards. "Grumman gets much more out of this program in terms of time and money saved than we put into it," says Gil Friedenreich, section head of Reliability, Maintainability and Safety. According to Friedenreich, Grumman has realized millions of dollars in savings because of time and resources saved through utilization of GIDEP data.

GIDEP provides a tremendous volume of data from its participating organizations which include both Government agencies and military contractors. The data is received by GIDEP from its member groups in the form of reports on parts and materials qualification, non-standard parts data, test equipment calibration procedures, failure rates, manufacturing methods and processes, as well as a large amount of general technical information. GIDEP also distributes frequent special ALERTs on critical failures in some parts or materials.

All reports disseminated from GIDEP as well as all Grumman submissions are handled by Grumman's GIDEP coordinator, Emmett Goodman, who reports to Tri Prasinos, group head of Subsystems Reliability. Goodman's full-time job is managing the GIDEP data file where the incoming reports are stored in the form of microfilm. He also provides a search service for anyone in Grumman who needs information on any topic covered by GIDEP.

In about nine out of 10 cases Goodman can provide an inquirer with the information he or she seeks within a day. For those inquiries which require further search, Goodman is able to call on the GIDEP computer in Corona, Calif., for a search using the computer's more extensive cross indexed file. The computer service, like the other GIDEP services, is provided at no charge to Grumman.

To keep GIDEP in close touch with its participants' needs and ideas, an advisory board has been set up consisting of 14 representatives from industry and 14 from Government. Grumman was chosen out of some 200 participating industrial organizations as one of the advisory board representatives, with Peter Amedeo, F-14 parts coordinator, representing the company.

If you have an inquiry about GIDEP or any of the technical questions the service handles, contact Emmett Goodman, Ext. 87125.

Tops in the Corps. Maj. William Bridgham, USMC, (C) was named Marine Flight Officer of the Year in award ceremony at the Marine Corps Aviation Association Conference at Anaheim, California, October 5. GAC Vice President Ross Mickey, director of Aircraft, Marine, and Ground Transportation programs, was present as Maj. General Paul Fontana, USMC, (Ret.) presented the Robert G. Robinson trophy to Maj. Bridgham. Maj. Bridgham received the Grumman award for his flight test work on the F-4 and F-14 at Patuxent River where he is serving with Weapons Systems Test, NATC.

Aboard the Enterprise. Cdr. John Thaubald, commanding officer of VF-1, chats with Secretary of the Navy J. William Middendorf, who operated the F-14 Tomcat's AWG-9/Phoenix weapons system during a half-hour flight from the deck of the nuclear carrier Enterprise.

Navy chief gets close-up look of Tomcat on Enterprise

Secretary of the Navy J. William Middendorf got a closeup look at the Navy's first operational F-14s when he took off from the deck of the USS Enterprise November 1 aboard one of the carrier's 24 F-14s. Secretary Middendorf rode in the back seat of the two-place Tomcat, which was flown by Cdr. John Thaubauld, commanding officer of VF-1.

The F-14 was launched by catapault during flight operations while the Enterprise was cruising in the South China Sea, and was recovered with an arrested landing after a half-hour flight that included a touch-and-go landing, inflight refueling, and tactical aerial maneuvers. During the flight Secretary Middendorf operated the AWG-9/Phoenix weapons system from his position.

Accompanying Secretary Middendorf on his 11-day visit to the Pacific was Vice Adm. William Houser, Deputy Chief of Naval Operations for Air, who flew in another of the Enterprise's F-14s.

The nuclear-powered Enterprise departed her homeport of Alameda, Calif., September 17, with fighter squadrons VF-1 and VF-2 aboard — the first operational F-14 squadrons in the Navy.

OBITUARIES

NEAL STARK of Specifications, Plant 15, died November 4 at the age of 50. He had been with Grumman since 1964 and lived at 47 Heatherfield Road, Valley Stream.

CHRISTIAN F. KELLER of B/P Warehouses, Plant 21, died November 8 at the age of 59. He had been with Grumman over 37 years and lived at 2460 Fox Avenue, Baldwin.

ROBERT L. HILL of the Machine Shop, Plant 56, died November 10 at the age of 19. He had been with Grumman since October and lived at 2208 Nodleigh Terrace, Jarrettsville, Md.

WILLIAM E. OVERTON of Structures, Plant 6, died November 14 at the age of 48. He had been with Grumman since 1953 and lived at Poe Place, Patchogue.

Calendar

Notice of events for period Dec. 17 to Jan. 10 should reach Plane News by Dec. 6.

Aquatic Club: Wed., Dec. 4, 5 p.m., Pl. 5 buffeteria, scuba diving instruction & participation, Empire State Divers Assn., open to all employees. Al Andreiev, Ext. 1641, Joe Roth, Ext. 1722.

Coin Club (Calverton): Every Fri., first lunch period, Pl. 6. instrumentation conference room, trading session, raffle, gifts to attendees, guests (Grumman employees) welcome. Jerry Kreussling, Ext. 281, Wally Dondras, Ext. 642.

Duplicate Bridge Club: Every Thurs., 6 p.m., Pl. 30 cafe, partnerships arranged, guests welcome. Phil Hidge, Ext. 1195.

Fencing Club: Every Mon., 4:30-6:00 p.m., Pl. 30 cafe, instruction and competition. George Kegney, Ext. 7541.

Grumman Family Campers: Sun., Dec. 8, 5 p.m., Pl. 3 cafe. regular monthly meeting & Christmas party. Earl Schroeder, Ext. 1923.

Grumman Cycle Touring Club: Mon., Dec. 2, 4:45 p.m., Pl. 28 auditorium, basic bicycle Dave Hartman, maintenance clinic. Bill Bosakowski, Ext. 1586/86335.

Old Friends Club (OFC): Mon., Dec. 2, 7 p.m., Pl. 28, monthly meeting. Jerry D'Agostino, Ext. 9145, Frank Mistretta, Ext. 2683.

Ski Club: Wed., Dec. 4, 8:30 p.m., Holiday Manor, Bethpage, guests welcome. Donna Marie Petresky, Ext. 6466.

Society for the Advancement of Material and Process Eng'g: Tues., Dec. 10, 6 p.m., free cocktails; Kings Grant, Plainview; ladies night; guests welcome; guest speaker: Arturo Chavez - United Nations Development Programme. Sonya Westerback. Ext. 9155.

Long list of idea winners

(Continued from page 2)

$1075 - John Senia, NC Machines. Pl. 3.

$1050 - Charles Spencer, Mfg. Inspector, Pl. 6.

$1000 - Raymond Sentz, Regmts. Planning, Pl. 30.

$925 - Albert Pennetti, Upholstery, Pl. 36.

$875 - Frank Neri Jr., Fluids, Pl. 6.

$850 - Paul Stein, Avionics, Pl. 6.

$525 - Joseph Gordon, Sub-Assy., Pl. 1; John Adrion, Final Assy., Pl. 6.

$500 - W. Steven Gross, Machine Shop, Pl. 56.

$475 - John Knespler, Conv. Machines, Pl. 3.

$450 - Henry Meder, Sub-Assy., Pl. 3; Richard Benedict, Flt. Avionics, Pl. 8.

$400 - Paul Aversano and Joseph Bogdanski, both of Sub-Assy. Major, Pl. 1; Bernard Austein, E.B. Weld., Pl. 2; and Michael Tama, Maintenance, Pl. 56.

$375 - Robert Walters, Sub-Assy., Pl. 1; and Thomas Boggs, G.S. Box & Panels, Pl. 5.

$350 - Alfred Williamson, Special Tools & Method, Pl. 27.

$325 - Frank Brown, Sub-Assy. Major, Pl. 1; and Adolph Marinucci, Small Part Fab., Pl. 3.

$300 - John Schwab, Prototype; James Wapniarski and Vincent Delia, both of Major Sub-Assy.; Kathleen Manikas and Hildo Bernardo, both of config/Data Mgmt.; Francis Loiacono and Henry Karr, both of Fuse Sub-Assy.; all of Pl. 1; Walter Gatz, and Arthur Gross, both of Final Assy., and Irving Freling, Mfg. Inspection; Ernest Baker Jr., Pre-Flight Install., all of Pl. 6.

$275 - Rosario Strazzeri, Sub-Assy Major, Pl. 1; and Henry Vormittag, Parts Paint, Pl. 3.

$250 - Alvin Beyerlein and Kenneth Korsberg, both of Major Subs.; Harold Timme and Michael Grobeck, both of Fuse Sub-Assy.; all of Pl. 1; Anthony Mascolo, Prod. Mgmt. & Staff, and Albert Helrigel, Tool Maint. & Repair, both of Pl. 27.

$225 - Madeline Claro, Fabrication; Harry Walther, Insp. Mechanical, both of Pl. 1; James Dergin, N/C Machines; Lawrence Smith, Conv. Machines; Thomas Connor, Wing Final Assy.; all of Pl. 3; Brian Low, Repair Control; Robert De Solms, Meas. Stds. Lab.; Vito La Rocca, Meas. Stds., all of Pl. 6; Richard De Voe, Machine Shop, Pl. 56.

$200 - Richard Baughan and Joseph Warren, both of Final Assy.; Thomas Haller, Stock Control; Rosario Strazzeri, Sub-Assy. Major; Edward Nolan, Sub-Assy.; Sam Longo, Inspection Mech., all of Pl. 1; Herman Kovler, Templates, Pl. 2; Robert Smith, Wing Final Assy., and Albert Mahoski, Quality Control, both of Pl. 3; James Cooper, Final Assy.; Joseph Parisi, Wilbur Cook, and James Suchocki, all of Grd. Suppt. Equip.; James Milligan, Meas. Stds. Lab.; John Peterson, Fluids, all of Pl. 6; George Rose Jr., Crash Crew, Pl. 7; Daniel Tauriello, Pattern Shop, Pl. 11; and Wigo Brandt, Purchasing, Pl. 30 and Daniel Collins, Publications, Pl. 15.

175 - Edward Smyth, Sub-Assy., Pl. 1; Joseph Bolze, Meas. Stds. Lab., Pl. 6; Gerald Kennedy, P/S Support Sys., Pl. 34; John Black, Machine Shop, Pl. 56.

$150 - Raymond Silhan and Dominick D'Amico, both of Methods Engineer; Kathleen Manikas, Config/Data Mgmt.; Leonard Bonadonna and Salvatore Costello, John Crawford - two-time winner of $150 bond, George Wallace, all of Sub-Assy.; Henry Windhorst and Isidore Scheinberg, James Wapniarski and Vincent Delia, all of Sub-Assy. Major; Alvin Beyerlein and Kenneth Korsberg - two-time winners of $150 bond, Major Subs.; all of Pl. 1; Sam Lipiro and Lawrence Fontana, both of Steel Part Assy.; Ralph De Siena and Werner Lederman, EBW Final Assy.; all of Pl. 2; Chris Rizzuto, Convent. Mach., Pl. 3; John Transue, Ordnance, Pl. 6; Joseph Mallins, Mfg. Insp., Pl. 7; Olaf Larsen and John Koll, both of Mat'l, Logistics, Pl. 8; Charles Krahn, Meas. Stds., Pl. 12; and Caesar Nugnes, DITMCO C&S TEST, Pl. 43 and James Blake, Grnd. Support, Pl. 5.

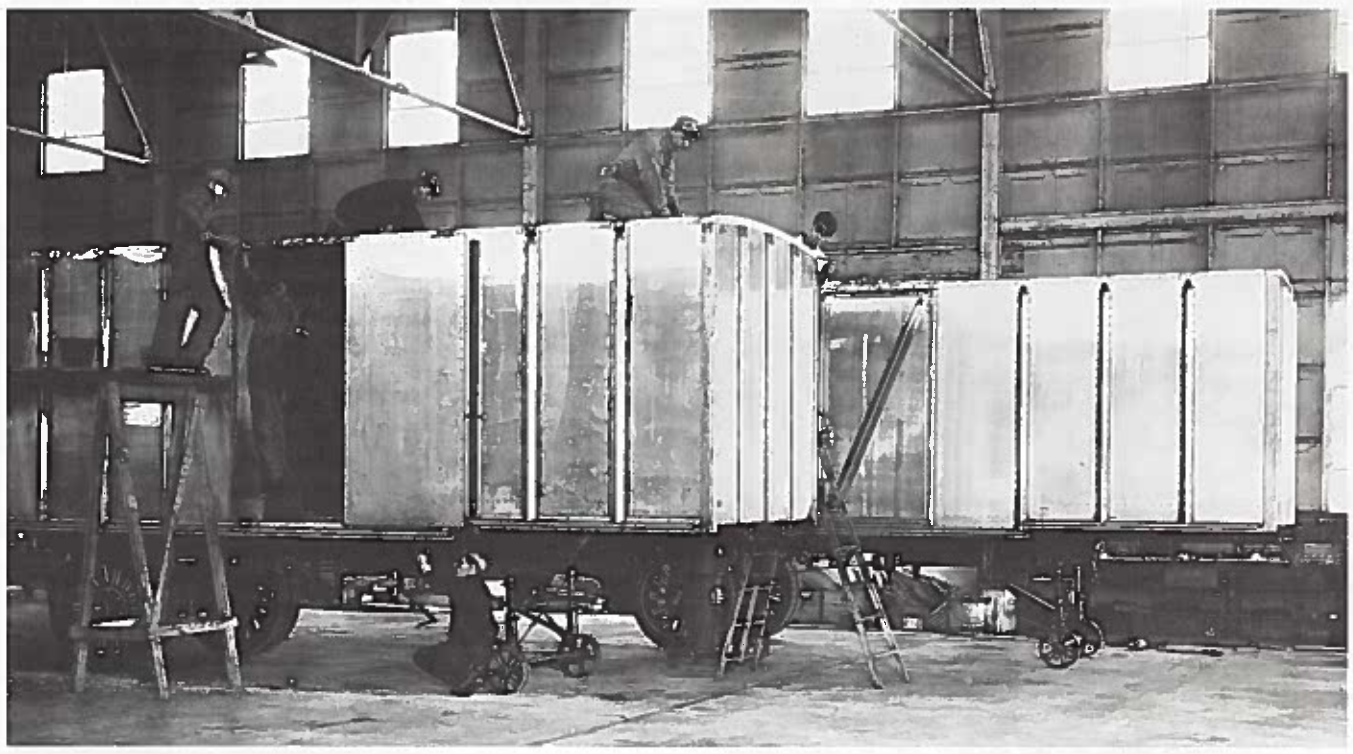
$125 - Leonard Bonadonna, Salvatore Costello, both of Sub-Assy.; Robert Lentino, Major Sub-Assy., Adrian Hersey, Fuse. Assy.; Michael Grobeck, Fuse Sub-Assy., all of Pl. 1; Louis Pusano, Honeycomb-Prep., Pl. 3; John Pierce, Windshield & Canopy, Pl. 27.

$100 - Kenneth Ryback, Pl. 1 and William Cowan, Pl. 6, both of Config/Data Mgmt.; Frank DiRocco, Alvin Walk, Howard Willing and George Serviss, all of Fuse. Sub-Assy.; Kenneth Van Cott, Jesse Regensbury, both of Fluids; and Robert Lentino, Sub.-Assy. Major, all of Pl. 1; John Czugh, Jigs & Fixture; Alfred Mc Cune, Mech. Systems, both of Pl. 2; Louis Pusano, Honeycomb Prep.; George Sheredos and Gerald Frese, both of Material & Process; Vincent D'Angelo; Neil Branigan, both of Mfg. Insp.; and Gary Carlsen; Ernest Barina, both of Adv. Composites; all of Pl. 3; Henrietta Wallace, Suppt. Equip., Pl. 5; Stephan Leoniak and Larry Mersereau, both of Grnd. Supp. & Equip.; John Adrion, Final Assy.; Wallace Kondratowicz, Meas. Stds. Lab.; James Lindstrom; Robert Freund, both of Fluids; all of Pl. 6; Bruce Nason, Flt. Avionics, Pl. 8; Dennis Becker, Quality Control, Pl. 10; Jack Messina, Pattern Shop, Pl. 11; Edward Andreassen, Procurement Service, Pl. 30; Steve Turek, Robert Rattazzi, Vincent Parrinello, Harold Koch, Wallace Quigley, Robert Klemm, all of Standards, Pl. 35; and V. Charles Eldridge, Quality Conrtrol, Pl. 77.

$75 - Frank Abbondondolo, Major Sub-Assy.; William Szeglin, Sub-Assy.; Adrian Hersey; Joe De Santo; both of Fuse Assy.; all of Pl. 1; Hilert Hagland, Press Dept., Pl. 2; Anthony Gancio, Elect. Wire Prep., Pl. 44, and Arthur Wernersback Jr., Wallace Terrel, both of Fluids, Pl. 6; and John Ryan, Meas. Stds. Lab., Pl. 6; James Ford, Crash Crew, Pl. 7; Harold Ford, FR & Vido. Engrg, Pl. 25; Anthony De Luca, Mat'l., Mgmt. Info. Sys., Pl. 30; Gary Ferrone, Harness Dept., Pl. 44.

Payoff on ideas. Among top suggestion winners last month were Gus Hude (L), who won $1,200 in bonds, and Al Boehm and Cliff Rudolph (below) who shared $1,200 for improvement on F-14.

The way it was



Did you know that during the early days of Grumman the company produced a total of 32 all-aluminum truck trailer bodies? It's true . . . and the effort was initiated to bring in additional revenue and to keep the shop busy during the lean days of 1930-32.

Following the massive cancellation of aircraft contracts at the end of World War II, Grumman once again returned to building all-aluminum truck bodies for pretty much the same reason as before: to increase company income and to provide jobs during those depressed times in the aircraft industry. And though the truck bodies were somewhat different from their forerunners—tires on the later models were inflatable, not hard rubber like the ones shown in the accompanying photo—the basic approach was the same: tried and true aircraft design and aluminum construction that would provide a durable, lighter weight trailer body.

For several years after that, delivery vans, Cargo King and Kurbside, rolled from the shop in Plant 1. By early 1949, business had increased to a point where the operation was made a subsidiary, Aerobilt Bodies, and moved to Athens, N. Y. Aerobilt was later merged into J.B.E. Olson Corporation which is now a subsidiary of Grumman Allied Industries.

And it all started because some of Grumman's early founders were scratching around to keep people at work . . . and the company in business. That's the way it was.

Announce varsity roll-offs for men, women keglers

After an absence of six years, the Grumman men's varsity bowling team finally stepped into the L.I. Industrial tournament's winner circle last April. But the women's varsity squad didn't fare too well in their L.I. tournament in 1974 — they finished in third place, 461 pins behind the winners.

If you have aspirations of keeping the men's team on the winning streak, or are a woman kegler who can turn about the last year's result in next year's tourney, then the time is nearing for you to try out for the 10-kegler teams during the annual GAA varsity trials.

Here's how the men's varsity trials shape up:

- To be eligible, a contestant must have compiled an average for at least 24 games in an ABC league.
- The minimum entering average for men is 175.
- If a bowler competes in more than one league, his combined average must be at least equal to 175.
- Season entry averages must be computed as of the week of December 6-13.
- Application blanks should be filled out completely and mailed to the GAA.
- Entry deadline is December 20.

The women's rolloffs are also coming up early next year, too, and entry qualifications are the same as for the men with one exception: the entering (or combined) average is 125 and the league should be WIBC sanctioned.

Both men's and women's trials will be conducted at Mid Isle Lanes, Hempstead.

The men will kick off the roll-off action on Saturday, January 18, continuing each Saturday through February 8. They will roll a total of 27 games, with the field reduced to 32 after 12 games (January 18), then further reduced to 24 after 18 games (January 25), with the top 10 remaining after 24 games (February 2).

The 10 varsity members will roll three more games on February 9 to determine the starting five in the L. I. Industrial tournament.

Candidates for the women's varsity will bowl a total of eight games, starting Saturday, February 1, and finishing February 8.

Varsity Bowling Trials

Entry Blank

Name .....

Badge No. ..... Plant ..... Dept. ..... Ext. .....

Qualifying Averages

Men (175) Dec. 6-13, inclusive Women (125) Dec. 6-13, inclusive

Average	League & Lanes	No. Games
.....	.....	.....
.....	.....	.....
.....	.....	.....

Submit to GAA, Plant 30

by Friday, Dec. 20

Double splits in handball play

Friend in one camp, foe in another . . . that's the way it was with Sam Ferrantino and Nick Bincarowsky during the annual GAA Bethpage handball tournaments.

In the doubles contest, the two friends joined forces and outclassed the six other two-man teams, thus winning the doubles crown. Along the road to victory, the Ferrantino-Bincarowsky duo zapped Ron Winter-Paul Coronato, 21-10; John Zito-Joe Placenza, 21-18; James Casey-Frank Vargas, 21-13; and in the finals, Art Schwartz-Harry Neumann, 21-13.

But in the singles tourney, which drew 17 entries, the winning combo split and wouldn't you know it, found themselves pitted against each other in the final round.

As Ferrantino breezed through regular tourney play undefeated, Bincarowsky fought his way to the challenger's slot in the loser's bracket. In the final showdown, Ferrantino earned himself the 1974 singles handball title —while his former teammate Bincarowsky had to settle for second best in the 21-18 matchup.

Sporting gesture. Grumman Aerospace President George Skurla congratulated some of the 77 golfers who beat his golf score in the first annual "Beat the President" golf tourney. Shown with Skurla are: (L to R) Rudy Adornato, Tom Palmeri, Tony Uravitch, Herb Schiller, and Jim Alverson. (Photo by Bob Settles)

Challengers 'beat the Prez'

The first annual "Beat the President" tournament was a great success (according to the challengers, at least.) Of the 90 golfers who challenged George Skurla on the links, a rousing 77 "beat the prez" under the Calloway Handicap System, according to GAA. (It's a good thing Skurla didn't have to buy a round.)

Perhaps, due to the frosty weather on Long Island, most of the challenges came from the warmer climes near Plants 80 and 77 in California and Florida. But those from the Long Island plants didn't give George any comfort, either.

The score to beat was 77. George played his round during the annual Tailhook tourney in September.

In the future, the trend will probably be for more golfers to take on the president . . . but George promises to do a little more practicing so he'll be tougher to beat.

Those who met the challenge and beat or tied the president's score will receive a personalized "Beat the President" ID tag for their golf bags.

The following 77 golfers "beat the prez":

Plant 2: Mike Shulba, Bernard Tolmie, Roy Schuller, *Plant 3:* Paul Babcock, Ted Domagala, Al Kirschberg, Tom Palmeri, John Kielbasa, Tony Ingolia, Jim Alverson. *Plant 4:* Gene Piwowar, Herman Scherdel. *Plant 5:* Fred Von Seggern, Herb Schuller.

Plant 6: Chet Zalenski, Bumps Walsh, *Plant 7:* Gene Goltz, George Petrilek. *Plant 14:* Don Waller, Bob Alleva, *Plant 15:* Tony Uravitch, Jim MacNeil, *Plant 18:* Jim Capunigru, Joe Oliveri, Charles Renaldo, *Plant 28:* Bob Amott, Tom Rozzi, *Plant 30:* Vin Tascarella, Carl Paladino, Charles Schwalbe, Bob Kearney, *Plant 34:* Bill Costanzo, Don Chalich.

Plant 35: Rudy Adarnato, *Plant 39:* Tony Horrick, Joe Jennings, *Plant 40:* Pat Cherry, Brian Masterson, Frank Sorrentino, *Plant 43:* Ralph Tripp. *Plant 44:* Dick Walsh, *Plant 77:* Jim Zusi, Art Melrose, Bob Heggie, Jim Flowers, Roy Bishop, P. Dale, J. Syler, L. Jackson, Maurice Junod, Sam Verity.

Plant 80: Almando Salvi, Raymond Hanlon, Bill Murray, Bill Filipowski, Terry Newitt, Frank Riley, Joan Riley, Rich Jokinan, Walt Schmerac, Ed Nussler, Bob Preston, Vin Tancredi, Dave Drager, Hal Dunham, Jim Petrie, Tom Giannetti, Hal Kirwin, Bill Farrell. *Plant 88:* Bob Barrett, Ken Greenspum. *Retiree:* Charles Yula.

They're on target

The six Grumman pistol teams started off the season with a bang — bagging five wins and dropping one match.

In the marksman division of the L.I. Industrial league, the "B" squad defeated IBM, 968-925. Ray Nordmark and Marcello Longa were top shooters with 247 and 243, respectively. Tom Lovatt, 243, and Gordon Woodruff, 242, led the "C" pistoliers to their first win over Republic, 958-956. Their brother team, the "E" squad, lost their opener, 934-971, to Center Island Rod and Pistol Club. Top marksman was Tom Cassino, 246.

Sharpshooters Dave Rice and Al Berka fired 280 and 275, respectively, in the "D" pistol team's victory over Sperry, 1087-1018. The Gold team defeated Pan Am "A", 1089-1022, in their season opener. Ron Trenkner, 278, and John Crawford, 276, provided the gunpower.

On the South Shore circuit, the Grumman center-fire team took on Sayville rifle and pistol club, and won 1007-824. Top shooters were Al Berka, 262; and Jim Dinan, 260.

The Grumman Gopher Rifle team opened the '74-'75 season in grand style. They outscored IBM, 763-747. Peering down the gun barrel and scoring high were Hank Womble, 196; Paul Waisanen, 190; Ed Brandis, 189; and Bob Manbart, 188.

Keglers sharpen aim for turkey sweeps

Grumman disciples of the three-holed *bal noir* are busily bruising the pins this week for the annual GAA-sponsored turkey sweeps. Some keglophiles are sneaking occasional frame-filling workouts trying to keep that winning edge . . . or perhaps, find it.

It is just the beginning of the rumble of rolling lucite on the Grumman bowling league alleys. The '74-75 season ends in May, but that doesn't keep the diehard keglers from dropping the pace. Several have broken the "200" mark in recent jaunts.

On the Great River Friday league alleys, Paul Meisenholder chopped wood for 249-576. Fellow keglers right behind him were: Don Entwistle, 215-571; William Bowers, 210-535; and Tony Scionti, 231-526.

Al Stevens of the Grumman Goose crashed through the three-game "600" series mark with 212-220-604. Other action for the Gooses (Geese?) were: Walt Hoehne, 585, and Gene Graziano, 577. Highlights in the Nite Owl league: Tom Scardino, 215; Aurban Kues, 214; Marty Susa, 212; Rick McKelvy, 209; and Harold Strohl, 205.

Top Trader of the week honors go to Al Marhold. He rolled 203-218-614. Honorable mention goes to John D'Amato, 230-206-571; George Lanlin, 212-200-567; Cliff Gilmore, 227-550; Bill Mytko, 234; Joe Garraffa, 211; and Paul Hoshin, 215.

On the Syosset Mixed alleys, it was Rita Mathia, 209-536; Anna Wicks, 209; Joe Cardello, 228-584; Stan Nilsen, 201-584. In Gold Mixed action: Kay Smith, 172-491; Fred Dick, 205-564. Highlights on the Brown league alleys; Vinnie Garguilo, 214; George Samiluk, 248; and Dino Agnoli, 203.

Bob Caminito erased Dick Chiafolo's record old high game by spilling the pins for 238. Also on the Outpost alleys, Walt Kulbaba, 224-201-593; Frank Magri, 221-555; Manny Nash, 220; John Keenan, 215; Dick Chiafolo, 209. Highlights of the Red league were Milt Guttenberger, 202-569; and Bill Hettinger, 203.

On the Masters' alleys they don't fool around. Rolling over "800" in a four-game series cannot go by unnoticed. Don Eivers chopped the wood to bring home a 255-204-845. And Fred Dick fired 257-808. Fellow keglers didn't fare too badly either: Art Matson, 223; Mick Malandro, 234; Fred Skirde, 232; and Sid Kaufman, 224.

Rocket bowlers who punished the pins in their last jaunt on the lanes were: Don Snow, 222; Jack Robedee, 203; John Rooks, 211; and Paul Havekotte, 201. Castaways Larry Gold, Howie Solof, Bob Gottehrer, Ed Wesche, and Chris Williams, residing in first place and running away from the rest of the league.

Pushovers win

The Pushovers buried the Groundhogs in the finals of the annual Plant 25 bocce league, proving, during the tournament, that they weren't to be pushed over but rather that they would push over their opponents.

The Plant 25 victors beat the Ding Bats, 11-13, 13-7, 13-5 and the Baby Janes, 13-11, 13-7. In the finals, they took on the Groundhogs in the best-of-five series. The Pushovers proceeded to wrap it all up, 13-4, 13-8, 10-13, 10-13, and 13-5.

Members of the number one team in Plant 25 are: Jim Bailey, Tom Vicotory, Rudy Mahler, Bob DeVerna, Evelyn Angelopulos, Anthony Meringolo, and captain Vinnie Palmeri. The Groundhogs —second best boccers — consist of Marvin Brown, Frank Magri, Warren Hall, Bill Meunier, Don Avondolio, Eddie Baran (captain), and Marie Smith.

Bocce bunch. It's getting to be an annual celebration. Bocce players in the Plant 25 lunchtime league have just completed another successful season says commissioner Frank Malone (far left). John O'Brien (far right), Vice President-Administration, was on hand to give out trophies to this year's winners, the Pushovers.

service milestones

30

Arthur Cajowski, Prototype (1)
John D. Kochner, Spotweld (2)
Charles P. Renz, Presentation Services (2)
Robert G. Paton, Trans. - Operations (3)
Frank L. Sepp, Prod. Plt. (4)
Warren D. Rutan, Mech. Struct. and Proto (5)
Richard C. Moulton, Prod. Plt. - Staff (5)
Lorraine H. Vogel, Prod. Plt. - Staff (5)
Lester N. Keller, Maint. Rearrangement (5)
Edward G. Siebert, Plan. Control and Budgets (5)
Fred G. Hosage, Instr. Test (6)
Frank J. Leone, Deputy manager (6)
Robert M. Edgerly, Systems (7)
Stephen F. Teta, Ind. Engg. - Sched. and Status (15)
John J. Milito, Fiberglass (27)
Walter G. Bruckert, Maint. - Facl. Equip. and Gen. (27)
Redmond J. Joyce, P/S A/C Sys. Serv. (75)

25

Frank Jagiello, Sub Assy. (1)
Robert J. Sousa, Prod. Ctl. - Parts Ctl. (1)
Alfred J. Picone, Sys. Integ. and Inter. Con. and EMC (1)
Joseph S. Kolakowski, Router and Shear (2)
Raymond C. Zeller, Avionics (5)
Joseph M. Sodal, Support (6)
Hugh Tonner, Flight Ops (7)
George E. Robinson, Avionics Dev. (7)
Hobart S. Van Nostrand, Struct Analy. (15)
Joseph Di Natali, Trans. - Operations (20)
Patsy Marotta, Prod. Ctl. - Parts Ctl. (27)
Rhodes H. Copithorn, Personnel Mgmt. and Devel. (35)
John T. Anderson, Budgets & Controls (35)
Richard H. Smith, Prod. Ctl. - Parts Ctl. (36)
Kenneth B. Lilley, Ind. Eng. (77)
Edward F. Gillespie, Production (88)

20

Franz H. Paehr, Insp. - Mechanical (1)
James R. Branigan, Optical Tool and Metrology (2)
Loretta A. Dempsey, Employee Serv. (2)
Norman Holm, Flt. Operations (4)
Ralph W. Lehr, Equipment Lines (4)
William F. Zukoski, Weight Optim and Tech. Devel. (5)
Herman Brumme Jr., Business Devel. (5)
Stanley G. Misiewicz, Maint. Controller (7)
Joseph Schweitzer, Simulation (14)
Nicholas A. Willox, Section Admin. (14)
Lewis H. Gibson, Equipment Lines (25)
George C. Lindstrom, Major Assy. (27)
Joseph S. Giordano, Facilities Admin. (30)
Theresa M. Dobbins, Invoice Audit (30)
Frank Koch II, Aerophysics (35)
Roger B. Kendall, Proj. Plan. (35)
William G. Jack, B/P Warehouses (37)
Otto Stroh, Maint. - Facl. Equip. (40)
Salvatore C. Diliberto, r., P/S Verif. and Prod. Support (43)

15

Constance M. Knutson, Stock Control - Mgmt. and Staff (2)
Francis V. Benfield, Maint. Rearrang. (6)
Robert J. Moschinger, Mech. Support (6)
Michael E. Fucito Jr., Auto. Circuit (6)
Frank J. Densieski, Avionics Dev. (7)
Nicholas S. Just Jr., Q.C. Laboratory (10)
Charles Zinna, Trans. - Equip. Maint. (20)
Bruce E. Catterson, Mass Prop. Analy. (25)
Ervin R. Grill, Radar (25)
William F. Tiedeman, Sub-Assy. (27)
Albert E. Eckerson, Req. Planning (30)
Joseph R. Willing, P/S Cust. Orders and Rec. (30)
Robert W. Zieran, Fuselage Assy. (77)
Thomas J. O'Meara, GSFC - Mission Operations (84)

K. B. Lilley

E. F. Gillespie

F. Jagiello

R. J. Sousa

J. S. Kolakowski

R. C. Zeller

J. M. Sodal

H. Tonner

G. E. Robinson

H. S. Van Nostrand

J. Di Natali

R. H. Copithorn

J. T. Anderson

R. H. Smith

GAA offering weekend trip to Pa. Dutch country

Thinking about taking a mid-winter holiday? . . . How about a weekend excursion to Pennsylvania Dutch country? The Grumman Athletic Association is offering such a three-day trip for the weekend of January 17, 18, 19.

The cost is $83 per person. That includes: transportation by coach bus, two nights accommodations at the Treadway Inn, Lancaster; four meals; tips; and various tours such as the Kitchen Kettle - tour of an Amish homestead, Farmers' Market, and Penn Dutch Wax Museum. Also available on the weekend tour is swimming in the Inn's indoor and live entertainment nightly.

All employees, retirees, relatives and friends are welcome to sign up. Reservations may be made in person at the GAA office, Plant 30, or by mailing a check to the Grumman Athletic Association. Checks must be made in the full amount. Reservations, says Rita Looney of GAA, will be accepted on a first-come, first-served basis as long as space is available.

One man's solution

Have you been running into — or nearly missing — trouble while attempting to cross the service roads inside Grumman? Barney Bohnhorst of Quality Control has a suggestion for pedestrians. Barney noticed that the only time the steady stream of traffic stops in front of Plant 5 is when a woman is waiting to cross the thoroughfare. So, now, instead of putting his life on the line (he claims to have had several near misses), Barney waits for a female. How about it, drivers, give Barney and the rest of the pedestrians at Grumman a chance — please stop at the crosswalks.

GRUMMAN AEROSPACE CORPORATION
BETHPAGE, NEW YORK 11714

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